

Commentary is for information only.
Proposed new language is double-underlined;
Proposed deleted language is ~~stricken~~.

CB 13-10

ORDINANCE NO.

AMENDMENTS TO VOLUME 3, DEVELOPMENT CODE, OF THE GRESHAM COMMUNITY DEVELOPMENT PLAN, REGARDING THE RETAIL DESIGN AND DEVELOPMENT STANDARDS PROJECT

THE CITY OF GRESHAM DOES ORDAIN AS FOLLOWS:

Section 1. Volume 2, Policies to be amended as follows:

Proposed Text Amendment	Commentary
<p>10.312 COMMERCIAL LAND USE</p> <p>SUMMARY OF FINDINGS</p> <p>*****</p> <p>POLICY I It is the policy of the City to provide an adequate amount of serviceable commercial land to facilitate the development of commercial centers or infill commercial strip development and prevent the need for lateral expansion of commercial strips along major streets.</p> <p>IMPLEMENTATION STRATEGIES</p> <p>*****</p> <p>4. The city will provide opportunities for commercial uses in high density residential areas <u>along major arterial streets</u>. These commercial uses are to be less intense than the Regional, Town and Station Center areas. The commercial district intensities should be graduated with the neighborhood type commercial uses being the least intense and should be low the lowest traffic generating, <u>smallest</u> scale "walk-in" types of commercial uses.</p> <p>5. The Ceity city will promote <u>the most intense</u>, focused commercial development in dDowntown, <u>Civic Neighborhood</u> and Central Rockwood to take advantage of expected increased population densities in and around these <u>Regional, Town and Station Center</u> areas as a result of the light rail transit system. Downtown will be the focus of retail and office development while transit-oriented retail, service, and office development will be promoted in <u>Civic Neighborhood and</u> Central Rockwood.</p>	<p><i>These Commercial Land Use Policies are updated to clearly reflect the commercial vision.</i></p> <p><i>The vision states that Gresham shall allow the most intense commercial development in the Regional, Town and Station Centers, while limiting commercial intensities in the Community Commercial, Moderate Commercial and Corridor Mixed-Use Corridor districts to those appropriate for serving surrounding neighborhoods and supporting transit facilities.</i></p>

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Exhibit A

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<p style="text-align: center;">*****</p> <p>POLICY II</p> <p>It is the City's policy to encourage commercial development which increases employment opportunities; reduces dependency on outside of-city goods and services; promotes energy-efficient travel patterns; is compatible with neighboring land uses; and promotes good community design.</p> <p>IMPLEMENTATION STRATEGIES</p> <p style="text-align: center;">*****</p> <p>2. The city shall encourage <u>the most</u> intensified commercial development in the city's <u>dDowntown, Civic Neighborhood</u> and Rockwood commercial districts. <u>The commercial intensities along the major arterials outside of the Regional, Town and Station Center areas shall be less intense and more appropriate for serving the surrounding neighborhoods while supporting transit facilities.</u></p> <p style="text-align: center;">*****</p> <p>Volume 2, Policies to be amended by adding a new section 10.413.3 DESIGN STANDARDS FOR COMMERCIAL DEVELOPMENT IN THE CORRIDOR DESIGN DISTRICT as follows:</p> <p><u>BACKGROUND</u></p> <p><u>Early in 2010, the City established a Council Work Plan project to address the potential negative impacts of large commercial developments in the Corridor Design District of the City such as their imposing size, design and visual character; their large parking areas and associated stormwater run-off; and their traffic generation, etc. This project builds off the Downtown Plan and the Multi-Family Design Standards projects and includes design regulations intended to promote a sense of community and to directly improve the safety, livability and aesthetic appearance of commercial developments. The new site, building and sustainability design regulations help facilitate the development of attractive and innovative commercial developments by providing two (2) alternative review tracks: one (1) clear and objective standards track and one (1) discretionary guidelines track to provide architectural flexibility and allow for greater Design Commission input. Extensive design analysis research was done on commercial development locally as well as excellent precedents found throughout the nation.</u></p> <p><u>The project has involved an extensive public outreach effort including:</u></p> <ul style="list-style-type: none"> ▪ <u>Three Community Forums to gather citizen and interested party input;</u> ▪ <u>Several Stakeholder Group meetings of elected officials, residents, business owners and commercial development specialists; and</u> 	<p><i>These Commercial Land Use Policies are updated to clearly reflect the commercial vision for Gresham.</i></p> <p><i>The vision states that the most intense commercial developments are to be located in the Regional, Town and Station Centers, while limiting commercial intensities in the Community Commercial, Moderate Commercial and Corridor Mixed-Use Corridor Districts to those appropriate for serving surrounding neighborhoods and supporting transit facilities.</i></p> <p><i>The entire Section 10.413.3 is added to the Volume 2 Policies document.</i></p> <p><i>These issues were</i></p>
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- Multiple public meetings with the Design Commission, Planning Commission and the general public.

ISSUES

The result of these outreach efforts is that a series of issues relating to commercial developments have been identified which can be summarized as follows:

- **Corridor Design District Commercial Vision:** The Gresham Community Development Plan needs a clearly defined vision for superior quality design in commercial development, particularly large format commercial developments, which addresses design excellence, sustainability, access, building material quality, and crime prevention;
- **Corridor Design District Commercial Goals, Policies, Principles and Action Measures:** Additional Goals, Policies, Principles and Action Measures specific for commercial developments throughout the City are needed;
- **Large Format Commercial Development Definition:** Consensus must be established as to what the definition of large commercial development is in order to further regulate large commercial developments.
- **Land Use Changes:** Community Plan Map changes are necessary to the Corridor Design District to implement the vision by providing low intensity commercial uses with local neighborhood focus in those areas with high percentages of surrounding low density residential lands and less frequent transit service.
- **Site, Building and Sustainable Design:** The existing commercial clear and objective standards included in the Gresham Community Development Code (GCDC) are in need of updating. New standards are needed to define and limit building sizes, address site design, neighborhood connectivity, building orientation, open space location and character, landscaping, lighting, storage, crime prevention, architectural building design and sustainability to ensure higher quality commercial projects.

The Site Design issues raised include the following:

- Development Intensity. Developments need to be appropriately scaled to foster a pedestrian friendly environment.
- Site Design. Developments need to prioritize land uses and orient the buildings to the street or a central open space in order to encourage pedestrian activity on the street or open space.

identified during the community outreach process. There was no specific commercial vision for the Corridor Design District.

The community decided that the threshold for large format retail was to be 30,000 square feet. The decision was made to increase the regulations relative to the potential negative impacts that larger developments could have on the community.

During the project process, specific land use district changes were recommended based upon the site sizes, acres of potential redevelopment, surrounding land uses and transit frequency.

These site and building issues were identified by the Design Commission, the Stakeholders Group and City Staff during the community outreach process. One of the major issues was the very large potential building size and development intensity permissible

<ul style="list-style-type: none"> ○ <u>Connectivity.</u> <u>Connections between uses, both on-site and connections to adjacent sites, are necessary to create a more pedestrian friendly, livable community.</u> ○ <u>Parking Lot Design and Circulation.</u> <u>The unsightly, unscreened massive parking areas typically associated with large commercial developments need to be mitigated.</u> ○ <u>Street Orientation.</u> <u>The buildings need to be oriented at and toward the street with entries and windows facing the street for maximum and safe pedestrian interactions.</u> ○ <u>Safe Design.</u> <u>Reviewing and incorporating the appropriate Crime Prevention through Environmental Design Standards (CPTED) needs to be considered for creating safer, more livable developments with natural access control, natural surveillance, and territorial reinforcement.</u> ○ <u>Open Spaces.</u> <u>Open spaces that attract shoppers need to be defined so they encourage active use and enliven the development.</u> ○ <u>Landscaping.</u> <u>The landscaping requirements need to create lush, attractive landscapes that enhance the appearance of the development, soften the bulk and scale of buildings, and screen parking areas. The long term maintenance of the site also needs to be addressed.</u> <p><u>The Building Design issues raised include the following:</u></p> <ul style="list-style-type: none"> ○ <u>Building Size.</u> <u>Commercial buildings need to be sized and scaled appropriately so they promote the livability and pedestrian quality of the commercial area.</u> ○ <u>Design Excellence and Architectural Expression.</u> <u>The Code needs to facilitate design excellence and eliminate flat, poorly designed building facades in the built environment by addressing architectural elements like building articulation and façade design.</u> ○ <u>Transparency in Architectural Design.</u> <u>Transparent windows need to be required where it is essential to provide visibility into and out of the buildings for pedestrian safety, comfort and interest.</u> ○ <u>High Quality Materials.</u> <u>There is a need for developments to use the highest quality construction and the most durable materials in</u> 	<p><i>in the current Code.</i></p> <p><i>Large commercial developments frequently desire a very large number of parking spaces which erode the appearance and the pedestrian friendly quality of the site and the community.</i></p> <p><i>There has been a commercial development pattern which places the building structure at the rear of the site with little landscaping so that customers can easily see the building, signage and the availability of parking. All these features erode the human scale and visual appearance of the site.</i></p> <p><i>Many commercial buildings in the Corridor Design District have been large big box structures with no visual appeal and no quality in their material construction.</i></p>
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<p><u>order to minimize long term maintenance issues and provide long lasting commercial developments.</u></p> <p><u>The Sustainability Design issues raised include the following:</u></p> <ul style="list-style-type: none"> ○ <u>Larger developments have a great impact on the environment and so the requirements need to be increased to mitigate those effects.</u> ○ <u>Commercial developments should incorporate elements to create an attractive, sustainable site which conserves energy, protects our natural resources and promotes a healthier environment for residents.</u> <ul style="list-style-type: none"> ▪ <u>Two-Track Process:</u> <u>The Development Code now has a two track review process established for Downtown and Multi-Family developments in an effort to provide flexibility and allow innovative developments that may not comply with all Design Standards. There is a clear and objective series of Standards that the applicant can chose to follow or a series of discretionary Guidelines for review by the Design Commission based upon Design Principles. The Design Principles are the general statements that guide the design of commercial development and are the foundation for the discretionary Guidelines and the clear and objective Standards. This two track process will be applicable to commercial developments in the Corridor Design District as well.</u> <p><u>VISION</u></p> <p><u>The most intense commercial development shall occur in the Regional, Town and Station Centers while limiting commercial intensities in the Corridor Design District (particularly the Community Commercial, Moderate Commercial Corridor and Corridor Mixed Use-land use districts) to those intensities appropriate for serving surrounding neighborhoods while supporting transit facilities.</u></p> <p><u>GOAL</u></p> <p><u>Commercial developments in the Corridor Design District will be human scaled, attractive, safe and active places of excellent design which utilize high-quality and sustainable materials. Innovation and creativity in design is encouraged.</u></p> <p><u>POLICIES</u></p> <ol style="list-style-type: none"> 1. <u>Commercial developments should be designed and constructed to produce human scale, high quality, safe, and comfortable shopping environments.</u> 2. <u>Commercial developments should appropriately respond and relate to</u> 	<p><i>The two track process has been previously established and the Commercial Code follows the process as well.</i></p> <p><i>The new vision establishes a hierarchy of commercial intensity in the City.</i></p> <p><i>These policies address the primary issues raised with clear direction for more human scale, attractive, high quality developments that can contribute in a positive way to the livability of the City.</i></p> <p><i>A major issue with commercial developments in the Corridor Design</i></p>
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<p><u>their surroundings especially public streets, open spaces and recreation areas.</u></p> <ol style="list-style-type: none"> 3. <u>Commercial developments should minimize the impacts of parking, loading and garbage service areas on public streets, residents and adjacent properties.</u> 4. <u>Commercial developments should be thoughtfully and aesthetically designed with regard to site and building design.</u> 5. <u>Commercial developments should incorporate sustainable measures and the efficient use of land and resources.</u> 6. <u>Commercial developments should create sites with multi-modal transportation connections.</u> 7. <u>Open space within commercial developments should be attractive, functional, safe and of high quality to provide opportunities for active social interaction.</u> 8. <u>Standards applicable to commercial developments should provide measures of consistency and certainty to expedite the development review process.</u> <p><u>DESIGN PRINCIPLES</u></p> <p><u>The Design Principles, as general guiding statements, are the connection between the general planning goals and policies, and the implementing Design Guidelines and Standards. The Design Principles were drafted to address the issues and to formulate design direction with input from the Design Commission, Planning Commission, the general public and City staff. They are categorized as Site Design Principles and as Building Design Principles and are included in the Gresham Community Development Code, Volume III.</u></p> <p><u>Site Design Principles topics include:</u></p> <ul style="list-style-type: none"> ▪ <u>Accessibility</u> ▪ <u>Activity</u> ▪ <u>Building and Site Orientation</u> ▪ <u>Parking</u> ▪ <u>Public Spaces</u> ▪ <u>Landscaping</u> ▪ <u>Sustainability</u> ▪ <u>Safe Design</u> ▪ <u>Impact Mitigation</u> <p><u>Building Design Principles topics include:</u></p> <ul style="list-style-type: none"> ▪ <u>Building Form and Articulation</u> ▪ <u>Building Activity and Glazing</u> ▪ <u>Prominence and Hierarchy</u> ▪ <u>High Quality Materials</u> 	<p><i>District is the massive scale of the developments. Goals and policies have been established to address the desire for human scale livable commercial developments.</i></p> <p><i>These Design Principles provide the foundation for the Design Guidelines and Standards and are to be used by the Design Commission particularly when reviewing a discretionary track design proposal.</i></p> <p><i>The desire is to have a two track design review process incorporated into the Commercial Design Standards as it is for the Downtown Plan District and the Multi-Family Design</i></p>
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<p>▪ <u>Sustainable Architectural Design</u></p> <p><u>ACTION MEASURES</u></p> <ol style="list-style-type: none"> 1. <u>Identify and assess methods that could be utilized to implement the Design Principles such as the two alternative review processes:</u> <ul style="list-style-type: none"> ▪ <u>The clear and objective process applying the Design Standards; and</u> ▪ <u>The discretionary process applying the Design Guidelines.</u> 2. <u>Create an illustrated design guide, to be used as a handout, to assist developers, designers, decision makers, and the general public in understanding the design review process and the design regulations for commercial development proposals.</u> <p style="text-align: center;">*****</p> <p>Volume 2, Appendix C, the Community Development Plan Map is amended as shown in Exhibit B maps.</p>	<p><i>Standards.</i></p> <p><i>Plan map amendments for eight nodes are proposed. They are:</i></p> <p><i>Nodes at 182nd and Powel; 182nd and Division; 162nd and Halsey; and Division and Kane are proposed to change from Community Commercial to Moderate Commercial.</i></p> <p><i>Nodes at 202nd and Glisan and Palmquist and Hogan are proposed to change from General Commercial to Neighborhood Commercial.</i></p> <p><i>The node at Birdsdales and Division is proposed to change from Community Commercial to Corridor Mixed-Use.</i></p> <p><i>The node at Burnside and Palmquist is proposed to change from General Commercial to Moderate Commercial.</i></p> <p><i>A result of these plan map amendments is that no properties will be designated as</i></p>
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	<i>General Commercial (GC) and therefore the GC District is deleted.</i>
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Section 2. Volume 3, Development Code, Article III Definitions is amended as follows:

<i>Proposed Text Amendment</i>	<i>Commentary</i>
<p>*****</p> <p>3.0002. List of Terms Terms used in the Development Code are presented below. General terms that apply throughout the Code are listed in Section 3.0010. Terms that are specific to a Development Code section are listed after the General Terms. These categories are:</p> <ul style="list-style-type: none"> A. Habitat Conservation Area Terms and Definitions. Section 3.0020 B. HCA, ESRA, and Article V Terms and Definitions. Section 3.0030 C. Solar Related Terms and Definitions. Section 3.0040 D. Tree Related Terms and Definitions. Section 3.0050 <p>If a term is defined in both the General Definitions and in a Section-specific category, the Section-specific definition shall be used if the application of the term is within the parameters of the Code Section.</p> <p>General Terms</p> <p>*****</p> <p>Amenity Zone</p> <p>*****</p> <p><u>Building, Contiguous</u></p> <p>*****</p> <p><u>Entry, Primary.</u></p> <p>*****</p> <p>Façade</p> <ul style="list-style-type: none"> • <u>Prominent Façade Sections</u> <p>*****</p> <p><u>Grocery Store</u></p> <p>*****</p> <p>Landscaping</p> <ul style="list-style-type: none"> • <u>Parking Area Landscaping</u> <p>*****</p> <p><u>Liner Space</u></p> <p>*****</p> <p><u>Parking Module</u></p> <p>*****</p>	<p><i>The architectural or design related definitions not currently existing in the Development Code are included here. These are added to Article III Definitions.</i></p> <p><i>Definition names are added to the list of defined terms at the beginning of the section.</i></p> <p><i>New definitions related to the architectural requirements are added.</i></p>

<i>Proposed Text Amendment</i>	<i>Commentary</i>
<p><u>Storefront Window.</u></p> <p>*****</p> <p><u>Structural Soil</u></p> <p>*****</p> <p><u>Window Mullion</u></p> <p>*****</p> <p>Tree</p> <ul style="list-style-type: none"> • <u>Tree Caliper</u> <p>*****</p> <p>3.0010 General Terms and Definitions</p> <p>Tree Related Terms</p> <ul style="list-style-type: none"> • Caliper <p>*****</p> <p><u>Amenity Zone.</u> <u>The area beginning at the back of the curb or outside edge of the street shoulder and extending to the property line, lying within the public right-of-way or on publicly owned property or in an easement. This area typically can include a planter strip with landscape plantings, street trees, and/or site furnishings like benches and lighting.</u></p> <p>*****</p> <p><u>Building, Contiguous.</u> <u>A contiguous building for purposes of the Commercial Design Standards is a single building or combination of buildings planned as a single development, regardless of structural independence, development phase or final lot lines which have a continuous and/or common wall plane. Referred to herein as Building within Section X.XXXX.</u></p> <p>*****</p> <p><u>Driveway (Drive).</u> An area that provides access for vehicles to a site.</p> <p>*****</p> <p><u>Entry, Primary:</u> <u>A principal entry for people into a building which faces a public street.</u></p> <p>*****</p> <p><u>Façade.</u> All exterior walls or faces of a building facing a public way or space. This may include the front, sides and/or rear of the building.</p> <ul style="list-style-type: none"> • Base. The lower portion of the building façade adjacent to the ground. This may include windows, texture, projections, awnings, canopies, ornamental detailing, etc. to enhance the pedestrian realm at the street 	<p>“Amenity zone” is referred to in the Primary Internal Drive cross-section of the Commercial Design regulations.</p> <p>The “contiguous building” definition has been added to enforce relevant standards regarding building length.</p> <p>The term “drive” is added to the term driveway for clarification as it is frequently used on the Commercial Design Standards.</p> <p>Building” entry” language was added to the entry definition to clarify the definition of primary entry.</p>

<i>Proposed Text Amendment</i>	<i>Commentary</i>
<p>level.</p> <ul style="list-style-type: none"> • Top. The upper portion of a building façade. This may include cornice detailing, roofs, dormers, and gable ends, etc. • <u>Prominent Façade Sections. Select areas of buildings which shall receive special design attention due to their location. These include building corners which front intersections of public streets or facade sections facing an intersection of two (2) arterial streets and facade sections which terminate the view down a right-of-way or primary internal drive.</u> <p>*****</p> <p>Grocery Store. <u>A retail trade establishment in which more than 50% of the public floor area is dedicated to the sale of perishable and non-perishable food items which are intended for preparation and consumption off-site.</u></p> <p>*****</p> <p>Landscaping.</p> <p>*****</p> <ul style="list-style-type: none"> • <u>Parking Lot Landscaping.</u> <u>Landscaped areas that are located within ten (10) feet of parking modules, internal drive aisles or parking stalls. This landscape area includes parking area perimeter buffers, landscaped islands, major landscape islands, tree wells and landscaping on internal public streets, primary internal drives and site buffers. Paved surfaces and walkways do not count toward any landscape area calculations for commercial developments in the Corridor Design District.</u> <p>*****</p> <p>Liner Space: <u>Small commercial tenant space along the perimeter of a large commercial building. A liner spaces typically has an individual storefront and an entry from the exterior of the building. This space(s) can be used to conceal outdoor loading areas.</u></p> <p>*****</p> <p>Parking Lot. <u>Pavement/hard surface area and associated circulation routes dedicated to used for parking vehicles off-street or beyond the right-of-way, either free or for a fee. When calculating the size of the parking lot, it shall include paved parking stalls, drive aisles, primary internal drives and those internal public streets which include on-street parking. Service drives and paved loading areas shall not count when calculating the area of the parking lot. Parking areas for one and two-unit dwellings are not parking lots.</u></p> <p>*****</p> <p>Parking Module. <u>One (1) or two (2) rows of parking stalls of any length served by a single drive aisle for access.</u></p>	<p><i>The “prominent façade section” definition describes building areas of special importance.</i></p> <p><i>“Grocery store” is defined to clarify the type of use that can have a 60,000 square foot maximum building footprint in Moderate Commercial.</i></p> <p><i>“Parking lot landscaping” definition clarifies a common planning review practice of defining the parking area landscaping as that area within 10 feet immediately adjacent to the parking lot.</i></p> <p><i>“Liner space” is a term referenced in the Section 7.0600 commercial design regulations used to describe small commercial units in large format commercial developments.</i></p> <p><i>New requirements associated with the commercial developments and the associated commercial parking lots require</i></p>

<i>Proposed Text Amendment</i>	<i>Commentary</i>
<p style="text-align: center;">*****</p> <p><u>Storefront Window:</u> <u>A large ground-floor window of transparent glass located between the heights of two (2) and twelve (12) feet above grade and which is used for display purposes and/or for visibility into the store.</u></p> <p style="text-align: center;">*****</p> <p><u>Structural Soil.</u> <u>Structural Soil: A type of soil which meets the load-bearing requirement for structurally sound pavement installation while encouraging an enhanced growing environment and deep root growth for trees away from the pavement surface. Typical examples include CU (Cornell University) Structural Soil™ and sand based structural soil.</u></p> <p style="text-align: center;">*****</p> <p><u>Tree Caliper.</u> <u>An ANSI (American National Standards Institute) standard for the measurement of nursery trees. For trees up to six (6) inches in diameter, caliper is measured at six (6) inches above the ground level. Trees that are seven (7) to twelve (12) inch in diameter, caliper is measured at twelve (12) inches above the ground. For nursery stock above twelve (12) inches in diameter, a DBH measurement is used (see Diameter Breast Height).</u></p> <p style="text-align: center;">*****</p> <p><u>Window Mullion:</u> <u>A dividing element in a window or window opening which separates and supports individual panes of glass.</u></p> <p style="text-align: center;">*****</p>	<p><i>the modified parking lot definition and the new “parking module” definition.</i></p> <p><i>The “storefront window” definition is referenced in Section 7.0600 and other Code sections for commercial developments.</i></p> <p><i>“Structural soil” is referenced in the new Commercial Design Standards in an effort to provide a more conducive growing environment for trees in an urban environment.</i></p> <p><i>“Window mullion” is defined as building articulation regulations refer to it. This refers to true divided lights.</i></p>
<p>3.0050 Tree Related Terms and Definitions</p> <p>The following definitions apply to Tree-related applications, including Sections 9.1000, Tree Regulations and Appendix 14, Significant Trees.</p> <ul style="list-style-type: none"> <p>● Caliper. An ANSI (American National Standards Institute) standard for the measurement of nursery trees. For trees up to 6 inches in diameter, caliper is measured at 6 inches above the ground level. Trees that are 7 to 12 inch in diameter, caliper is measured at 12 inches above the ground. For nursery stock above 12 inches in diameter, a DBH measurement is used (see Diameter Breast Height).</p> 	<p><i>“Tree caliper” is a definition that applies throughout the Development Code not just to Section 9.1000 Tree Regulations as caliper is a measurement for regulating tree sizes to be used in all new landscape installations.</i></p>

Section 3. Volume 3, Development Code, Section 4.0200 Commercial Land Use Districts is amended as follows:

Proposed Text Amendment	Commentary
<p style="text-align: center;">*****</p> <p>4.0201 Purpose</p> <p>Land Use District Characteristics</p> <p>4.0210 Neighborhood Commercial District (NC)</p> <p>4.0211 General Commercial District (GC)</p> <p>4.0212 Central Rockwood and Corridor Districts</p> <p>Permitted Uses</p> <p>4.0220 Permitted Uses</p> <p>4.0221 Other Permitted Uses</p> <p>Commercial Land Use District Standards</p> <p>4.0230 Commercial Land Use District Standards</p> <p>4.0231 Additional Commercial Land Use District Standards</p> <p>General</p> <p>4.0201 Purpose</p> <p>Development on lands designated Neighborhood Commercial, General Commercial, Extensive Commercial and Exclusive Commercial Districts is permitted when consistent with the provisions of this section and all other applicable requirements of the Community Development Code.</p> <p>Land Use District Characteristics</p> <p>4.0210 Neighborhood Commercial District (NC)</p> <p>The Neighborhood Commercial District is intended to provide for small to medium sized shopping and service facilities and limited office uses adjacent to residential neighborhoods. The district is intended to meet the shopping and service needs of the immediate neighborhood and to have minimal negative impacts on surrounding residential uses. Areas determined appropriate for Neighborhood Commercial Districts are identified on the Community Development Plan Map.</p> <p>4.0211 General Commercial District (GC)</p> <p>The General Commercial District is intended to provide opportunities for retail, service and office development in commercial centers and existing commercial strips. Most business activities in this district are intended to be conducted within a completely enclosed building. A limited area may be used for outdoor business activities, product display or storage. Areas determined appropriate for General Commercial Districts are identified on the Community Development Plan Map</p> <p>4.0212 Central Rockwood and Corridor Districts</p> <p>Additional Commercial Development Districts unique to the Corridor Districts are listed in Section 4.0400. The Gresham Community Development Plan Map identifies the location of these additional development districts.</p>	<p><i>The General Commercial lands have been proposed for rezoning to either Neighborhood Commercial or Moderate Commercial so the references are removed from this section.</i></p> <p><i>This is a housekeeping change as only the Neighborhood Commercial District is left in this Commercial Code Section.</i></p> <p><i>The General Commercial lands have been proposed for rezoning to either Neighborhood Commercial or Moderate Commercial so the references are removed from these sections.</i></p>

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Exhibit A

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Permitted Uses

Table 4.0220: Permitted Uses In The Commercial Districts 1

USES	NC	GC
A. Retail service establishments engaged in selling goods or merchandise to the general public for personal or household consumption (with no floor area limitation).	NP	P
B. Business service establishments engaged in rendering services to other businesses on a fee or contract basis such as: 1. Advertising, building maintenance, employment services, and consulting services. 2. Household moving and equipment rental, car washes, outdoor commercial amusements and mini-storage facilities.	NP NP	P NP
C. Eating and drinking establishments (maximum gross floor area of 3,500 square feet).	P	P2
D. Insurance agencies, real estate and other offices (maximum gross floor area of 5,000 square feet per use).	P	P2
E. Grocery stores (maximum gross floor area of 35,000 square feet).	P	P2
F. Personal service establishments includes: laundries, dry cleaners, barber shops and hair salons, and shoe repair shops, with a maximum gross floor area of 5,000 square feet per use.	P	P2
G. Retail businesses (hardware, gas stations, drug, clothing, photography, and similar retail uses with a maximum <u>gross</u> floor area of 10,000 square feet per use).	P	P2
H. Offices and Clinics	NP	P
I. Retail Trade Establishments engaged in selling goods or merchandise <u>to</u> the general public for personal or household consumption such as: 1. Retail Groceries , Department Stores Hardware Stores , and Sporting Goods Stores. 2. Automobile sales, mobile home or recreational vehicle sales, nurseries, and lumber sales.	NP NP	P NP
J. Community services	P	P
K. Temporary uses	P	P
L. Home occupations	P3-2	P3-2
M. Temporary Health Hardship Dwelling	L4-3	L4-3
N. Offices which are related and subordinate to any of the preceding permitted uses.	NP	NP

Table 4.0220 Notes:

City of Gresham Development Code (5/09)

1. See **Appendix 2.000** for expanded list of uses.

2. ~~Without floor area restrictions.~~

~~23.~~ Home occupations shall be permitted only within pre-existing homes in the NC ~~and GC~~ development districts.

“Contact” is a typographical error.

Grocery and hardware stores are indicated as permitted in Table 4.0220E and G above so this reference error is deleted. “Gross” floor area is used throughout the table and so it is added here for clarification purposes.

Note #2 only applied to General Commercial so the notes have been renumbered.

34. Permitted only in conjunction with pre-existing single-family homes in accordance with **Section 10.1300**.

4.0221 Other Permitted Uses

~~Other uses can be allowed in the GC District which, in the determination of the Manager, are:~~

- ~~A. Business activities which are mostly conducted within a completely enclosed building; and,~~
- ~~B. Consistent with the applicable commercial land use policies and implementation strategies of the Community Development Code.~~

4.0230 Commercial Land Use District Standards

The site development requirements listed in **Table 4.0230** are applicable to all development within the Neighborhood Commercial ~~and General Commercial~~ districts. Development within these districts shall also be consistent with all other applicable requirements of the Community Development Code.

The General Commercial lands have been proposed for rezoning to either Neighborhood Commercial or Moderate Commercial so the references are removed from this section.

Table 4.0230: Development Requirements For Commercial Districts

	NC	GC
A. Maximum Site Size	4 acres ¹	Not Applicable
B. Minimum Lot Size	10,000 square feet	10,000 square feet
C. Minimum Lot Dimensions		
1. Width	1. 60 feet	1. 60 feet
2. Depth	2. 70 feet	2. 70 feet
D. Minimum Yard Setbacks 2		
1. Front	1. 20 feet	1. 20 feet
2. Side	2.	2.
a. interior lot	a. 0 feet	a. 0 feet
b. corner lot	b. 0 feet on the	b. 0 feet on the

The General Commercial lands have been proposed for rezoning to either Neighborhood

3. Rear	interior side and 15 feet on the side abutting the street 3 3.0 feet	interior side and 15 feet on the side abutting the street 3. 3.0 feet	<i>Commercial or Moderate Commercial so the references are removed from this table.</i>
E. Maximum Building Height	35 feet 4	See Section 4.0231(A) 4	
F. Maximum Lot Coverage	50%	Not Applicable	
G. On-Site Activities	See Section 4.0231(B) 5	See Section 4.0231(B) 6 Areas devoted to on-site outdoor business activities, product display or storage must be located so that they do not interfere with pedestrian circulation.	
H. Public Facilities, Site and Supplementary Requirements	See Section 4.0231(C)	See Section 4.0231 (C)	
<p>Table 4.0230 Notes:</p> <ol style="list-style-type: none"> 1. This requirement does not apply to the Springwater Plan District. 2. Buffering and screening may be required in addition to these setbacks. See Section 9.0100 for the buffering and screening requirements. Also, refer to the height transition area requirement found in the Maximum Building Height Section 4.0231(A) since it can increase the minimum yard setbacks where a development abuts a residential district. 3. However, for up to <u>fifty percent (50%)</u> of the length of the side yard abutting a street (excluding that portion of the side yard which overlaps the required front yard), the street-side setback may be reduced to <u>five (5)</u> feet. 4. See Section 9.0600 - Height Transition 5. At least <u>ninety-five percent (95%)</u> of the business activities must be conducted within a completely enclosed structure. No more than <u>five percent (5%)</u> of the area devoted to business use may be used for outdoor business activities, product display, or storage. 6. At least 85% of the business activities must be conducted within a completely enclosed structure. No more than 15% of the area devoted to business use may be used for outdoor business activities, product display, or storage. <p>4.0231 Additional Commercial Land Use District Standards</p> <p>A. Maximum Building Height: Three <u>(3)</u> stories or <u>forty (40)</u> feet unless equipped with a built-in fire protection system. When fire sprinklers, alarms,</p>			<i>Numerical references are added for formatting consistency in the Code.</i>

<p>and when needed, enclosed, pressurized exit stairwell systems are provided, the building height can be increased to <u>sixty-five (65)</u> feet.</p> <p>B. On Site Activities:</p> <ol style="list-style-type: none"> 1. No outdoor business activities, product display or storage shall be located within yard setback or buffering and screening areas. 2. Areas devoted to on-site outdoor business activities, product display or storage must be located so that they do not interfere with pedestrian circulation. in the General Commercial District. <p>C. Public Facilities. Site and Supplementary Requirements. All developments shall also be subject to the applicable requirements of Section 4.0230 - Commercial Land Use District Standards; Article 9 - Common Requirements; and Appendix 5.000 - Public Facilities.</p>	<p><i>The General Commercial references are removed. The numerical insertions are added for consistent Code formatting.</i></p>
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Section 4. Volume 3, Development Code, Section 4.0400 Corridor Districts is amended as follows:

Proposed Text Amendment	Commentary
<p style="text-align: center;">*****</p> <p>4.0413 Corridor Mixed-Use (CMU) This district designation is applied to certain clusters of properties along Transit Streets. In addition to moderate-density, multi-family residential uses, the CMU district permits small-scale commercial uses and mixed-use developments. Commercial businesses operating in this district will serve primarily the day-to-day needs of residents in nearby housing developments and neighborhoods. Design standards <u>in Section 7.0600</u> for new construction and remodels which meet the thresholds described in Article 7.0003 will help to ensure that new buildings become attractive additions to existing and developing neighborhoods.</p> <p>4.0414 Community Commercial (CC) This district designation is applied to larger nodes of primarily commercial development clustered around the intersections of arterial streets. <u>This district services the surrounding community with a larger trade area than the Moderate Commercial but still has building size limitations for compatibility with the adjacent residential properties.</u> The CC district will accommodate a wide range of community-scale commercial uses, including retail, services, and offices. This district also permits housing as a secondary use, with attached dwellings being developed in conjunction with commercial construction. New buildings will be pedestrian-oriented, with parking placed behind or beside buildings. <u>Design standards in Section 7.0600 for new construction and remodels which meet the thresholds described in Section 7.0003 will help to ensure that new buildings become attractive additions to existing and developing neighborhoods.</u></p> <p>4.0415 Moderate Commercial (MC) The MC district is applied to smaller nodes of commercial activity <u>than the</u></p>	<p><i>This references the new Corridor Commercial Design Standards in 7.0600.</i></p> <p><i>In order to direct the most intensive commercial uses toward the Regional, Town, and Station Centers, the Community Commercial (CC) and Moderate Commercial (MC) districts are modified to permit less intense commercial development than previously allowed.</i></p> <p><i>This language is added to establish the hierarchy of</i></p>

Community Commercial and is clustered around key intersections. ~~These~~ districts ~~are~~ is intended to function primarily as locally-oriented centers serving smaller trade areas than the Community Commercial district. Building size limitations ensure compatibility with the surrounding neighborhoods. Permitted development types include commercial retail, service, and office uses. This district also permits housing as a secondary use, with attached dwellings being developed in conjunction with commercial construction. Design standards in Section 7.0600 for new construction and remodels which meet the thresholds described in Section 7.0003 will ensure a strong pedestrian orientation for new development.

Table 4.0420: Uses Permitted In the Corridor Districts

Use Categories:	Rock-wood Town Center	Station Center	Station Center (Ruby Jct. Overlay)	Corridor Multi-Family	Corridor Mixed-Use	Community Commercial	Moderate Commercial
Commercial Uses:							
A. Offices	P	P ¹⁰	P	NP	P ⁵	<u>p16a,16b</u>	<u>p4a,4h</u>
B. Clinics	P	P ¹⁰	P	NP	P ⁵	<u>p16a,16b</u>	<u>p4a,4h</u>
C. Retail Trade	P	P ¹⁰	P	NP	P ⁵	<u>p16a,16b</u>	<u>p4a,4h</u>
D. Retail Service	P	P ¹⁰	P	NP	P ⁵	<u>p16a,16b</u>	<u>p4a,4h</u>
E. Business Service	P	P ¹⁰	P	NP	P ⁵	<u>p16a,16b</u>	<u>p4a,4h</u>
F. Auto-Dependent Use	L ¹	NP	P	NP	P ⁵	<u>p16a,16b</u>	<u>p4a,4h</u>
G. Outdoor Commercial	NP	NP	L ³	NP	L ³	<u>p16a,16b</u>	<u>p4a,4h</u>
H. Mini-Storage Facilities	NP	NP	NP	NP	NP	NP	NP
Residential Uses:							
I. Attached Dwellings on a Single Lot	P ⁹	P ¹³	P	P	P	<u>L^{11, 16a}</u>	<u>L^{4a, 11,}</u>
J. Single-Family Attached Dwellings	P ⁹	P	P	P	P	NP	NP
K. Duplex	NP	P	P	P	P	NP	NP
L. Single-Family Dwelling (Detached)	NP	NP	NP	L ⁸	NP	NP	NP

districts that permit commercial development. Centers are the most intense districts, followed by the CC, MC and then Neighborhood Commercial (NC) districts.

The changes reflect the new building footprint and size limitations for CC and MC. Moderate Commercial.

- 40,000 square feet maximum building footprint limitation with an exception of 60,000 square feet for a grocery store; and
- 80,000 square feet maximum total building size for commercial uses
- Community Commercial
- 100,000 square feet maximum building footprint limitation; and
- 100,000 square feet maximum total building size for commercial uses.

There is no building footprint limit (any use) applied to the

M. Accessory Dwelling	P	P	P	P	P	NP	NP
N. Residential Homes	NP	NP	NP	L ⁸	NP	NP	NP
O. Residential Facilities	P	P	P	P	P	L ^{11, 16a}	L ^{4a, 11}
P. Industrial Uses	NP	NP	L ^{6, 7}	NP	NP	NP	L ^{4a, 14}
Q. Mixed-Use Development	P ⁹	P	P	NP	P	P ^{15, 16a, 16b}	P ^{4a, 4b, 15}
R. Temporary Uses	P	P	P	P	P	P	P
S. Accessory Structures	P	P	P	P	P	P	P
T. Temporary Health Hardship Dwelling	L ¹²	L ¹²	L ¹²	L ¹²	L ¹²	L ¹²	L ¹²
U. Home Occupations	P	P	P	P	P	P	P
Community Service Uses:							
V. Type I	P	P	P	P	P	P ^{16a, 16b}	P ^{4a, 4b}
W. Type II	P	P	P	P	P	P ^{16a, 16b}	P ^{4a, 4b}
X. Type III	P ²	P ²	P	P	P	P ^{16a, 16b}	P ^{4a, 4b}

Table 4.0420 Notes:

⁴ Moderate Commercial.
a. The maximum building footprint size permitted for any building, regardless of the type of uses within it, occupied entirely by a commercial use or uses shall be 40,000 square feet with an exception for a maximum building footprint size of 60,000 square feet for a grocery store use.
b. The maximum total building size (floor area) for commercial uses shall be 80,000 square feet.

⁵ The maximum building footprint size permitted for any building occupied entirely by a commercial use or uses shall be 10,000 square feet. For mixed-use buildings, the residential and commercial components shall comply with the standards of Section 7.0103.B.1.d.2.

Corridor Mixed-Use as this district is intended for moderate density residential and multi-family uses, as well as for permitting small scale commercial and mixed-use. It currently has a 10,000 square feet maximum building footprint size for any commercial building.

The changes reflect the new building footprint and size limitations for Moderate Commercial and Community Commercial.

The changes reflect the new building footprint and size limitations for Moderate Commercial.

For Corridor Mixed-Use, the additional language ensures that for mixed-use developments, the size of the commercial is limited and less intense than the Moderate Commercial and

Table 4.0420 Notes:

⁴ Moderate Commercial.

a. The maximum building footprint size permitted for any building, regardless of the type of uses within it, occupied entirely by a commercial use or uses shall be 40,000 square feet with an exception for a maximum building footprint size of 60,000 square feet for a grocery store use.

b. The maximum total building size (floor area) for commercial uses shall be 80,000 square feet.

⁵ The maximum building footprint size permitted for any building occupied entirely by a commercial use or uses shall be 10,000 square feet. For mixed-use buildings, the residential and commercial components shall comply with the standards of Section 7.0103.B.1.d.2.

¹⁶ Community Commercial.

- a. The maximum building footprint size permitted for any building, regardless of the type of uses within it, shall be 100,000 square feet; and
b. The maximum total building size (floor area) for commercial uses shall be 100,000 square feet.

Corridor District Standards

4.0430 Development Standards

Table 4.0430, below, summarizes development standards which apply in the Corridors ~~d~~Districts. The standards contained in this table are supplemented by referenced subsections which provide additional clarification or guidance. Furthermore, the regulations of Section 7.0600 Corridor Design District Commercial Design Guidelines and Standards shall also apply.

Table 4.0430 Development Requirements For Corridor Districts

	Rock-wood Town Center	Station Centers	Station Center (Ruby Jct. Overlay)	Corridor Multi-Family	Corridor Mixed-Use	Community Commercial	Moderate Commercial

H. Maximum Building Setbacks (Section 4.0433)	Commercial & Mixed-Use: 10 feet front and street-side 2 2 ; None for interior side and rear. Residential: 20	20 feet front; None for rear and interior side; 20 feet for street-side 3a 3a	For residential, Commercial, and mixed-use: 20 feet front; none for rear and interior side; 20 feet for street-side. 3a 3a	20 feet front; None for rear and interior side; 20 feet for street-side 3a 3a	20 feet front; None for rear and interior side; 20 feet for street-side 3a 3a	10 20 feet front; None for rear and interior side; 10 20 feet for street-side 3b,c 3b,c	10 20 feet front; None for rear and interior side; 10 20 feet for street-side 3b,c 3b,c

Community Commercial districts.

The changes reflect the new building footprint and size limitations for Community Commercial.

Reference to the new Commercial Design Standards section is added here.

There is a change in the maximum setback requirement from twenty (20) to ten (10) feet only for Moderate Commercial and Community Commercial. There is still a possibility to increase the setback if certain pedestrian amenity space is provided.

	feet front; None for interior side and rear; 20 feet street-side 3a		No maximum for Industrial uses.					<i>This 4.0433 is a housekeeping reference error correction.</i> <i>The changes reflect a reduction in the maximum height for CC from eighty (80) feet to forty-five (45) feet to be more compatible with the surrounding residential development.</i> <i>All applicable Transit Design Standards for those developments in the MC and CC districts are incorporated into the new Section 7.0600.</i> <i>The changes reflect a change in the maximum setback requirement from twenty (20) to ten (10) feet for MC and CC.</i> <i>The changes</i>
I. Minimum Building Height (Section 4.04343)	2 stories	2_stories	2 stories (None for auto-dependent and industrial)	None	None	None	None	
J. Maximum Building Height (Section 4.0434)	None 9	80 feet 9	80 feet 9	45 feet 9	45 feet 9	80- 45 feet 9	45 feet 9	
K. Transit Design Criteria and Standards Apply (Section 4.0435)	Yes 7	Yes 7	Yes 7	Yes 7	Yes 7	Yes 7	Yes 7	

Table 4.0430 Notes: ***** 2. A maximum front or streetside setback of up to <u>twenty (20)</u> feet may be permitted when enhanced pedestrian spaces and amenities are provided <u>that comply with Section 7.0603(A)(5)(D).</u>								

3. the following setback standards apply:

- a. When abutting a Principal Arterial, a Major Arterial, a Minor Arterial or Boulevard street, the maximum front or streetside setback for a building containing dwelling units abutting a Principal Arterial, a Major Arterial, or a Minor Arterial street is thirty (30) feet. The maximum front or streetside setback may be exceeded when enhanced pedestrian spaces and amenities are provided that comply with Section 7.0603(A)(5)(D).
- b. When abutting a Principal Arterial, a Major Arterial, a Minor Arterial or Boulevard street, the maximum front or streetside setback for a building containing commercial uses is be ten (10) feet. The maximum front or streetside setback may be exceeded when enhanced pedestrian spaces and amenities are provided per Section 7.0603(A)(5)(D).
- c. When abutting a Collector, Community or Local streets, the maximum front or streetside setback is five (5) feet. The maximum front or streetside setback may be exceeded when enhanced pedestrian spaces and amenities are provided that comply with Section 7.0603(A)(5)(D).

7. Ground floor window standards for commercial buildings on transit streets (Section 7.0210) do not apply to residential developments.

4.0433 Setbacks

Required minimum and maximum setback standards are specified in **Table 4.0430**.

B.

1. For Rockwood Town Center (RTC), Station Center (SC) and Station Center-Ruby Junction (SC-RJ): Conformance with maximum setback distance is achieved for a commercial or mixed-use building when at least one (1) primary entrance located on the façade facing the street is placed no farther from the property line than the distance specified for Maximum Building Setback in **Table 4.0430**. ~~For residential buildings, conformance is achieved when at least 50% of the façade facing the street is placed no farther from the property line than the distance specified for Maximum Building Setback in Table 4.0430.~~ Maximum building setbacks may be exceeded when a development incorporates enhanced pedestrian spaces and amenities in the setback area. Enhanced pedestrian spaces and amenities consist of features such as plazas, arcades, courtyards, outdoor cafes, widened sidewalks, benches, shelters, street furniture, public art, or kiosks. In addition, on sites with more than one building, the maximum setback may be exceeded for commercial, mixed-use, and residential buildings containing three (3) or more dwelling units, provided conformance is achieved with the maximum setback distance for at least one (1) building. For single-family attached residential buildings, conformance also must be achieved with building orientation standards of **Section 7.0201(E)** ~~for attached dwellings~~.

2. For commercial developments in Corridor Mixed-Use (CMU), Community Commercial (CC), and Moderate Commercial (MC), see Section 7.0600.

reflect a change in the maximum setback requirement from twenty (20) to ten (10) feet for MC and CC. In circumstances where the buildings abut lower traffic volume streets such as Collector, Community or Local streets the maximum building setback is closer to the street to provide a more pedestrian friendly environment.

The new design standards include setback and frontage requirements. This section is modified for compatibility with the new single-family attached, multi-family and commercial design standards. The percentage of residential building to be located on the setback line is addressed in Section 7.0100 for multi-family developments so it is deleted in B1 and added in B3.

Frontage requirements on

3. For mixed-use developments and attached residential dwellings on a single lot in all districts, see **Section 7.0100**.

D. Setback standards for single-family attached dwellings are in **Table 7.0201(ML)(3)(a)**.

4.0434 Building Height

Minimum and maximum building heights are specified in **Table 4.0430**.

B. In addition to conforming with the Ground Floor Windows requirements of **Section 7.0210**, for any new commercial or mixed-use building subject to a two (2) story height minimum, at least twenty percent (20%) of the upper facade area shall be made up of display areas or windows for all facades facing a street, except those developments subject to the Corridor Commercial Design Standards of Section 7.0600 and those subject to Plan District requirements such as the Downtown Plan District.

C. The maximum building height for any building containing dwelling units shall be reduced when located adjacent to an LDR-5, LDR-7, TLDR, or TR District, as provided in **Section 7.0201(KJ)**.

D. Heights of single-family attached dwelling buildings are identified in **Table 7.0201(ML)(3)(g)(f)**.

4.0435 Transit Design Criteria and Standards in Central Rockwood and Corridor Districts

The Central Rockwood Plan and Corridor districts are pedestrian districts. As such, new development must have a strong orientation to the pedestrian and be transit-supportive, as well as enhance the appearance and functioning of these districts. In order to achieve these purposes, the provisions of **Section 7.0103 and 7.0201** apply to new residential and mixed-use (residential) development, **Section 7.0202** applies to new commercial, industrial and mixed-use (commercial) development requiring design review approval in all Corridor districts that is not in the Corridor Design District. Section 7.0600 Corridor District Commercial Design Guidelines and Standards applies to all commercial development in the Corridor Design District, and Section 7.0210(A) applies in addition to other applicable standards and criteria, to all developments except to those commercial developments in the Corridor Design District. Additionally, the provisions of **Section 7.0210(B)** apply to new development requiring design review approval in the Station Center and Rockwood Town Center Districts.

the setback lines for commercial are referenced to the new Section 7.0600.

These changes are housekeeping reference changes to reference the new commercial regulations of Section 7.0600.

There are specific window transparency requirements for those commercial developments in the Corridor Design Districts addressed in Section 7.0600.

These changes are housekeeping reference changes.

All applicable Transit Design Standards for those developments in the MC and CC districts are incorporated into Section 7.0600.

Section 5. Volume 3, Development Code, Section 4.1200 Civic Neighborhood Plan District is amended as follows:

Proposed Text Amendment	Commentary
*****	<i>Changes to Section 4.1200 Civic Neighborhood Plan District are made</i>

<p>4.1236 Building Lines, Orientation and Primary Entrance</p> <p style="text-align: center;">*****</p> <p>B. Standards:</p> <p>1. All new commercial, mixed-use, and community service buildings in all sub-districts of the Civic Neighborhood PD shall comply with the following standards for Building Orientation and Primary Entrance:</p> <p>a. All buildings shall have at least one <u>(1)</u> of their primary entrances face an abutting street or, if available, on a primary pedestrian street, rather than the parking area. Primary entrance is defined as a principal entry through which people enter the building. A building may have more than <u>(1)</u> one primary entry, as defined in the Building Code.</p>	<p><i>because the definition on Primary Entrance is now included in Article 3.0000 Definitions.</i></p> <p><i>The numerical additions are for consistent Code formatting.</i></p>
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Section 6. Volume 3, Development Code, Section 4.1100 Downtown Plan District Design Manual is amended as follows:

Proposed Text Amendment	Commentary
<p style="text-align: center;">*****</p> <p>Section 4.1101.B. How to Use the Code</p> <p style="text-align: center;">*****</p> <p>6. Images. Most images, including photographs, illustrations, and maps, included in the Downtown Plan District Design Manual (4.1100) are not part of the Development Code and do not act as Guidelines or Standards. <u>These images are provided to assist readers in envisioning the intent and potential outcomes of the Guidelines and Standards.</u> Images that are not part of the Development Code are labeled as figures. Images that are part of the Development Code will be labeled with a Development Code section number.</p>	<p><i>Changes to Section 4.1100 Downtown Plan District Design Manual are simply to keep the design regulations consistent where applicable.</i></p>

Section 7. Volume 3, Development Code, Section 7.0101 Dwelling Structures Containing Two or More Units, Elderly Housing and Mixed-Use Developments (Residential) General is amended as follows:

Proposed Text Amendment	Commentary
	<i>Changes to Section 7.0101 Dwelling</i>

<p style="text-align: center;">*****</p> <p>Section 7.0101.D. How to Use the Code</p> <p style="text-align: center;">*****</p> <p>4. Images. Most images, including photographs and illustrations, are not part of the Development Code and do not act as Guidelines or Standards. <u>These images are provided to assist readers in envisioning the intent and potential outcomes of the Guidelines and Standards.</u> Images that are not part of the Development Code are labeled as figures. Images that are part of the Development Code will be labeled with Development Code section numbers.</p>	<p><i>Structures Containing Two or More Units, Elderly Housing and Mixed-Use Developments (Residential) General keep the design regulations consistent where applicable.</i></p>
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Section 8. Volume 3, Development Code, Section 7.0202 Community Service, Commercial, Industrial, and Mixed-Use Developments (Commercial Component) is amended as follows:

Proposed Text Amendment	Commentary
<p>7.0202 Community Service, Commercial, (except those in the Corridor Design District), Industrial, and Mixed-Use Developments (Commercial Component) The following design review criteria and standards shall apply to Community Service (except elderly housing), Commercial, <u>(except those in the Corridor Design District reviewed under Section 7.0600).</u> Industrial, and Mixed-Use Developments (with <u>the exceptions</u> that single-family attached units in a mixed-use development shall be reviewed per the standards of Section 7.0201 and that the residential portion of the mixed-use development shall comply with Sections 7.0101-7.0103).</p> <p>In designing the site development plan and landscaping plan the following design criteria and standards shall apply:</p> <p>A. Areas to be landscaped as defined in Section 3.0010 - Definitions:</p> <ol style="list-style-type: none"> 1. Community Services All areas not occupied by structures, pavement, or outdoor business activity, display or storage areas. In no case shall less than <u>fifteen percent (15%)</u> of the gross site area be landscaped. 2. Commercial, Industrial and Mixed-Use Developments <ol style="list-style-type: none"> a. A minimum of <u>fifteen percent (15%)</u> of the gross site area: <ul style="list-style-type: none"> - Office/Residential District; - Neighborhood, General Moderate, and Community Commercial 	<p><i>These amendments are to make the Code consistently require that commercial developments in the Corridor Design District follow the regulations of Section 7.0600.</i></p>

<p style="text-align: center;">Districts;</p> <p style="text-align: center;">- General and Heavy Industrial Districts</p> <p>b. A minimum of 20% of the gross site area;</p> <p style="text-align: center;">CMU District</p> <p>e. Setback areas shall be landscaped or provided with enhanced pedestrian spaces such as benches <u>and</u> drinking fountains:</p> <p style="text-align: center;">- Station Center and Rockwood Town Center Districts</p> <p style="text-align: center;">- Neighborhood <u>Districts</u>, General, Moderate, and Community Commercial Districts</p> <p>d. Any site area not developed for structures, paving, or enhanced pedestrian spaces shall be improved with landscaping.</p> <p style="text-align: center;">- Station Center and Rockwood Town Center Districts</p> <p style="text-align: center;">*****</p>	
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Section 9. Volume 3, Development Code, Section 7.0600 Corridor Design District Commercial Design Guidelines and Standards are added as follows:

Section 7.0600 is currently an empty place-holder section. Sections 7.0600, 7.0601, 7.0602 and 7.0603 will be incorporated into section 7.0600.

Proposed Text Amendment	Commentary
See Attachment A - Section 7.0600 Corridor Design District Commercial Design Guidelines and Standards.	<i>Sections 7.0600, 7.0601., 7.0602, and 7.0603 represent new Code sections providing Design Criteria, Guidelines and Standards for commercial developments in the Corridor Design District of Community Commercial, Moderate Commercial and Corridor Mixed-Use. There are four (4) other land use districts in the Corridor District. The Rockwood Town Center, Station Center and Station Center-Ruby Junction will have their own design regulations for commercial developments by 2011 through the Rockwood Design Standards Council Work Plan project. The Corridor Multi-Family (CMF) land use</i>

	<p><i>district must comply with the Multi-Family Design Standards in place currently for residential developments. Commercial developments are not permitted in CMF.</i></p> <p><i>Additional commentary specific to parts of Section 7.0600 follows below.</i></p> <p>7.0603(A) Site Design</p> <p>1. Neighborhood Connectivity and Block Structure (PG 6-9)</p> <p>C. Design Standards</p> <p><i>(1-6) Existing Standards are incorporated from Section 7.0202.</i></p> <p><i>(7) This standard ensures connections to the surrounding area with reasonable frequency. Four-hundred (400) feet is about twice the standard block length in Gresham and the dimension determined as the longest walkable block. This standard will prevent buildings such as Gresham Town Fair which disconnect the Downtown from the Civic Neighborhood.</i></p> <p style="text-align: center;">*****</p> <p><i>(9) A future street plan will evaluate the potential for connections to surrounding areas and determine if they are appropriate. They may also provide a framework for dividing large commercial sites.</i></p> <p><i>Many successful precedents evaluated utilized a street and block structure (Gresham Station, Cascade Station and Edgewood Retail District). A similar standard is used in Albuquerque's large format retail code, which requires public streets to divide the parcel into three-hundred and sixty (360) foot by three-hundred and sixty (360) foot blocks.</i></p> <p><i>Private streets (or primary internal drives with a street character) within commercial developments are more desirable than public streets due to maintenance responsibilities, control, costs, flexibility and leaving land on the tax rolls.</i></p>
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	<p><i>Spacing of primary internal drives approximates the standard block size of two-hundred (200) feet. This is the size of a Portland city block and the spacing used at Gresham Station.</i></p> <p><i>Major landscape divisions may be used to visually divide the parking areas by providing additional landscaping and opportunities for stormwater infiltration and treatment.</i></p> <p>2. Internal Circulation: Public Streets and Primary Internal Drives (PG 10-13)</p> <p>*****</p> <p><i>(2) The standards for primary internal drives utilize existing dimensions specified in the Parking section of the Development Code. The large amenity zone will contribute to large and healthy trees. The allowable reduction of the amenity zone and sidewalk dimensions when not adjacent to buildings is intended to allow for reduced pavement widths on smaller sites in areas which may have less pedestrian activity, thereby reducing impervious surfaces and the overall parking lot dimensions.</i></p> <p>*****</p> <p><i>(d) Tree spacing and species are consistent with those required on public streets.</i></p> <p>*****</p> <p><i>(g) Angle and parallel parking stalls were selected for the primary internal drive because they are parking configurations typical on public streets.</i></p> <p><i>(3) A major landscaped division of twenty-four (24) feet in the parking area may replace select primary internal drives or streets.</i></p> <p>3. Building Placement and Frontage Requirements (PG 14-16)</p> <p><i>Setback zones require that buildings be</i></p>
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	<p><i>placed at the street edge to enhance the appearance and accessibility of commercial developments. Several public comments supported providing for a somewhat larger setback along arterials.</i></p> <p><i>(1)(a) The forty percent (40%) frontage requirement permits smaller developments with single buildings to be proposed. Two hundred (200) feet of frontage was estimated based off an eighty (80) foot building, sixty (60) foot parking, site buffers at twenty (20) feet each with twenty (20) feet of flex space with walkway and landscaping. This dimension also relates to the typical block length in Gresham. Sixty percent (60%) street frontage is consistent with the Downtown Code. The higher frontage responds to the possible presence of outbuildings which are typical on large format retail sites. These buildings greatly improve the character of this type of development. For example, Gresham Station Building Frontage as sixty-seven percent (67%) frontage along arterial and connecting streets.</i></p> <p><i>(b) This standard ensures street corners are properly addressed with buildings or public spaces.</i></p> <p style="text-align: center;">*****</p> <p><i>(e-f) The public streets and primary internal drives created within the site as part of the development do not have a frontage requirement when initially developed.</i></p> <p>4. Building Orientation and Entries (PG 18-20)</p> <p><i>(1) Entry standards are based primarily off the Transit Design Standards, which require entries oriented toward the street.</i></p> <p><i>(2) This standard ensures buildings properly address corners.</i></p> <p><i>(3) Additional Entries:</i></p>
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	<p><i>The entry requirement on facades over three-hundred (300) feet is based on Transit Design Standards, but changed from “on a transit street” to “facing a public street” to address large retailers located at the rear of the site on a primary internal drive.</i></p> <p><i>Multi-tenant retail buildings often line the street frontages, but may face into the parking area. This can result in blank facades facing the street. Requiring a minimum of two (2) entries on these buildings will enhance the appearance and accessibility of these buildings.</i></p> <p style="text-align: center;">*****</p> <p>(5) <i>This ensures residential and other uses would have a distinct entry in a mixed-use building.</i></p> <p>(6) <i>Standard aims to limit the number of locked and unutilized entries which face the street.</i></p> <p style="text-align: center;">*****</p> <p>5. Publicly Accessible Open Space (PG 22-23)</p> <p><i>This section provides a framework for spaces at the street frontage which can be counted toward the street frontage requirement and allows buildings to set back greater distances with inclusion of public open space in front. The regulation creates prominent active pedestrian-oriented spaces rather than unutilized leftover spaces. The requirements generally follow the Downtown Design Guidelines and Standards.</i></p> <p>6. Parking (PG 24-25)</p> <p><i>The majority of parking regulations are specified in other sections, such as Neighborhood Connectivity and Block Structure, Pedestrian Circulation and Landscaping.</i></p> <p>(1-3) <i>This regulation ensures that parking will not be visible from the corners of intersections.</i></p> <p>7. Landscaping (PG 26-34)</p>
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	<p>(1) <i>Requiring a landscape architect to compete the landscape plans is also utilized in the Multi-Family Standards. This ensures appropriate plant material is selected and planted in a manner that fosters healthy growth.</i></p> <p>(2)(a) <i>The Development Code currently requires fifteen percent (15%) site landscaped in the CC and MC districts and twenty percent (20%) in CMU. SC and Rockwood have no landscape requirement but all space not dedicated to building, parking and circulation is required to be landscaped. There is no change to this standard but was incorporated into the standards to simplify Code use and limit referencing other chapters.</i></p> <p>(c) <i>This standard incorporates minimum size plant material from the Multi-Family Code, increasing required tree sizes from two (2) inch to two-and-a-half (2.5) inch caliper for greater visual impacts and pavement cooling. This is also the size required by Beaverton and Hillsboro.</i></p> <p>(3) <i>This provision increases the required parking area landscaping to fifteen percent (15%) from ten percent (10%) and increases the number of trees required to one (1) tree per six (6) stalls from one (1) tree per nine (9) stalls. The increase in landscaped area is consistent with what is required in Portland.</i></p> <p><i>Increased quantity and size of trees required in parking areas will help the City meet its mandated DEQ stream temperature requirement, provide greater visual impact and provide greater canopy coverage of pavement immediately.</i></p> <p>(4) <i>The parking lot perimeter screening is enhanced from current requirements to provide more substantial screening and a better street edge where buildings are not present.</i></p>
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	<p>(5) <i>Internal parking lot landscaping builds off the current standards which require parking areas be broken down into clusters of stalls no greater than fifty (50). Larger row end landscaping islands are intended to define parking areas and provide opportunities for stormwater management.</i></p> <p>*****</p> <p>(7) <i>The landscape maintenance requirements are consistent with the Multi-Family Code, which ensures replacement of dead or dying plant material.</i></p> <p>8. Pedestrian Circulation: (PG 35-39)</p> <p>(1) <i>Standards 1-6 incorporate and clarify requirements of pedestrian circulation systems stated in 7.0202.</i></p> <p>*****</p> <p>(7) <i>Walkways are required along internal public streets and primary internal drives as specified in Internal Circulation.</i></p> <p>(8) <i>Walkways are required through large parking areas perpendicular to the drive aisle when it is necessary to access buildings in that direction. Walkways through the parking area must be landscaped along their length and may be integrated with landscape islands to reduce the amount of space they occupy.</i></p> <p>9. Site Lighting (PG 40-41)</p> <p>(1) <i>The regulations are consistent with the newly adopted lighting standards established in the Multi-Family Design Standards.</i></p> <p>(2) <i>The section replaces Transit Design Standards lighting section. Exterior lighting should be an integral part of the architectural and landscape design.</i></p> <p>10. Loading Areas and Perimeter Screening (PG 42-45)</p>
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	<p>(1) <i>Standards locate loading facilities away from public view to not detract from commercial developments. They allow loading areas on the side of the building if necessitated by site configuration. The size of walls required to screen loading areas ensures the full height of the delivery vehicle is screened.</i></p> <p>(2) <i>These regulations are based upon the current Perimeter Site Screening Standards with additional screening review by the Design Commission to ensure allowable alternative buffers are appropriate for surrounding conditions.</i></p> <p><i>Walls are now required in place of a fence to minimize acoustic impacts and additional evergreen tree landscape screening is required to provide year round screening.</i></p> <p>7.0603(B) Building Design</p> <p>1. Building Rhythm and Façade Articulation (PG 46-50)</p> <p>(1) <i>Articulating features are required on facades to add depth to wall planes. These generally follow standards established in the Downtown Code.</i></p> <p>(2) <i>Changes in depth are required on highly visible facades including those visible from the parking area and public streets. These methods are generally consistent with those used in the Downtown Code, but customized for larger facades.</i></p> <p>(a) <i>Required depth changes correspond with typically utilized masonry thicknesses.</i></p> <p>*****</p> <p>(c) <i>Limiting the fluctuation of the façade depth is intended to maintain an urban edge to building fronts.</i></p> <p>(3) <i>Design Elements are required which add depth, shadows and interest to wall planes, such as windows, columns, projections/recessions and decorative banding. These are generally consistent</i></p>
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	<p><i>with the Downtown Code, but only required on eighty percent (80%) of the façade. This allows for a pattern to be established, but permits deviations in limited areas.</i></p> <p><i>The spacing of these elements is related to the structural system of the building to promote honesty in the building.</i></p> <p>(4) <i>Projecting façade features, including lighting fixtures, awnings and banners are required on facades fronting streets or with facades with customer entries. These features add interest and additional depth at the pedestrian level.</i></p> <p>(5) <i>Buildings must also be designed with proportional base treatment to provide an appropriate transition from the ground.</i></p> <p><i>This base definition is different from those in Downtown and Multi-Family, which correspond to the number of floors present. These standards respond to a greater presence of single-story development anticipated and require a base which is proportional to the size of the facade height.</i></p> <p>2. Building Entry Feature (Pg 51-54)</p> <p>(1) <i>This section requires that entries be designed in a manner which adds prominence. These areas require a change in building form, increase in building details and greater transparency. Entries also require weather protection for pedestrians. Potential techniques are incorporated from the Multi-Family Standards.</i></p> <p>(2) <i>A change in building form was one of three commonalities we saw in the evaluation of precedents for successful entry features.</i></p> <p>(3) <i>Building entries require features which enhance the façade. These are generally consistent with the Downtown Code. The paving pattern standard was changed to address larger entries which may be</i></p>
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	<p><i>located on a private sidewalk.</i></p> <p><i>(4) This ensures that materials are appropriate for active pedestrian area.</i></p> <p>*****</p> <p><i>(7) An increase in glazing is incorporated into large building (over 30,000 square feet) transparency standards.</i></p> <p>3. Prominent Façade Section (56-57)</p> <p><i>(1) This section utilizes many of the regulations in the Downtown Code corner features section, but modifies them to apply to more locations, such as a building terminating a view down a street or primary internal drive.</i></p> <p>*****</p> <p>4. Transparency (PG 58-61)</p> <p><i>Buildings have different glazing standards depending on their size.</i></p> <p><i>(1) Buildings under 30,000 square feet follow the Downtown Code and require sixty percent (60%) of the wall area between two (2) and twelve (12) feet to be transparent.</i></p> <p><i>(2) Standards also add a transparency requirement to sides with entries because buildings may be built at the street with entries facing the parking area.</i></p> <p><i>(3) Buildings over 30,000 square feet are required to have windows concentrated around the entry and sixty percent (60%) of the height of the ground floor to encourage the introduction of natural light in these spaces.</i></p> <p><i>(4) Buildings over 30,000 square feet follow a standard based off the Transit Design Standards for the remainder of the facade, which require twenty percent (20%) of the pedestrian level be transparent on building facades within thirty (30) feet of the street. This was changed to all street facing facades because otherwise this could encourage</i></p>
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	<p><i>that buildings be set back large distances to avoid transparency.</i></p> <p style="text-align: center;">*****</p> <p>(6) <i>Window proportions are required to be square or vertical to prevent horizontal geometry from openings, such as ribbon windows, from dominating the façade.</i></p> <p>(7) <i>Like the Downtown Standards, display windows which extend into the building are allowed to substitute for actual windows. However, the minimum depth was increased to four (4) feet to allow for improved displays with a greater scale and variety of three-dimensional objects.</i></p> <p style="text-align: center;">*****</p> <p>5. Roofs and Parapets (PG 62-63)</p> <p>(1) <i>This section incorporates regulations from the Downtown Code.</i></p> <p>(2) <i>These standards limit the potential for fake-looking parapets by controlling their height, limited to twenty-five percent (25%) of the supporting wall.</i></p> <p>(3) <i>Parapet sections which have an increase in height are required to extend into the depth of the building to prevent flat and obviously fake extensions of the parapet wall so it appears more like a building volume.</i></p> <p>(4) <i>Pitched roof surfaces also require changes in form at regular spacing to provide interest to the roof plane. This responds to long pitched roofs which can create a dominant horizontal geometry in the façade.</i></p> <p>6. Arcades (PG 64-65)</p> <p><i>These standards are different from those specified in the Downtown Code because a different type of arcade is anticipated in a retail environment. Downtown anticipated arcades integrated into buildings with occupiable space above. Retail arcades are typically built in front of a single-story space.</i></p> <p>(1) <i>Arcades are required to have changes in</i></p>
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	<p><i>form as specified in the roof section to break up long, continuous pitched roofs or wall planes which can create a dominant horizontal geometry in the building façade.</i></p> <p><i>(2) Dimensions of columns correlate to those required in the articulating features.</i></p> <p><i>(3) Standards require arcades be designed proportionally to ensure the storefronts and space beneath them is not dark.</i></p> <p>*****</p> <p>7. Outdoor Sales and Storage Areas (PG 66-67)</p> <p>*****</p> <p><i>(2) Outdoor sales areas, such as garden centers, often accompany large format commercial, and these regulations ensure they are designed as a permanent element of the building and compliment the design of the structure.</i></p> <p><i>(3) Decorative fencing or walls with masonry piers following the rhythm established by the building are required.</i></p> <p><i>(4) Outdoor storage standards are incorporated from existing Code section 7.02.02.</i></p> <p>8. Materials (PG 68-70)</p> <p><i>(1) The materials section generally follows the models established in the Downtown and Multi-Family Design Standards.</i></p> <p><i>(2) It does not distinguish between street-facing and non-street facing facades because the backs of commercial buildings often face residential districts.</i></p> <p><i>(3) Standards include clarifications to the types of concrete and concrete blocks permitted as secondary materials.</i></p> <p>*****</p> <p>9. Building Harmony (PG 72-73)</p> <p><i>(1) These Standards aim to achieve visual consistency without strict repetition in</i></p>
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	<p><i>commercial developments which often contain multiple buildings.</i></p> <p><i>(2) The recommended standard requires buildings to share a consistent material or color and utilize a consistent building detail, such as arched forms or consistent window proportions.</i></p> <p>*****</p> <p><i>(C). Sustainability</i></p> <p><i>1. Sustainable Site and Building Design (PG 74-76)</i></p> <p><i>(1) Irrigation systems are required in the landscaping standards. This simply states they must be high-efficiently drip systems which limit potable water usage for irrigation purposes.</i></p> <p><i>(2) “White roofs” are required as they reduce heat gain and decrease cooling cost in the summer. This is not a change in technology, simply the color and finish of the roof membrane on flat roofs so there is no increase in cost to the developer.</i></p> <p><i>(3) Energy reduction strategies incorporated options from the Downtown Code and LEED standards</i></p> <p><i>(a) Daylighting, on-site alternative fuel station, local materials, major tree preservation and HCA preservation were added to the list of options.</i></p>
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Section 10. Other Development Code Sections are amended as follows:

Proposed Text Amendment	<i>Commentary</i>
<p>9.0110 Buffering and Screening Requirements</p> <p>*****</p> <p>C. For purposes of this section a vacant lot is a lot that is undeveloped or developed with a non-conforming use. Least to more intensive use is: LDR-5 and LDR-7 District</p>	<p><i>These Code sections are edited to remove or correct references to General Commercial as there are no longer any General Commercial district properties.</i></p>

Retail Design and Development Standards Project CPA 10-026

Proposed Council Bill 13-10

Exhibit A

<p>dwellings, TR District dwellings, TLDR District dwellings, two (2) to four (4) attached dwellings or single-family attached dwellings, five (5) or more attached dwellings or single-family attached dwellings, residential community service, primarily residential mixed-use, office use, NC use, GC use, primarily commercial mixed-use, non-residential community service use, outdoor commercial use, GI use, and HI use.</p> <p>*****</p> <p>9.0610 Height Transition Standards</p> <p>*****</p> <p>B. Commercial and Industrial Districts: The standard under 9.0610(A) applies to all buildings to be built on lots in the NC, GC, GI and HI Districts when those lots abut any district allowing residential development.</p> <p>*****</p> <p>Signs in Commercial, Mixed Use & Industrial Land Use Districts</p> <hr/> <p>A6.100 Commercial, Mixed Use and Industrial Districts Signs in the NC, GC, RTC, SC, CMU, CC, MC, GI and HI Districts and in the NC-PV, MUE-PV, TC-PV, EC-PV, VC-SW, RTI-SW, IND-SW and NC-SW sub-districts shall be subject to the following limitations, except for multi-business complexes (see Section A6.101 for multi-business complexes):</p> <p>*****</p> <p>A6.020 Measurements</p> <p>5. Free standing signs in the RTC, SC, CC, MC, NC, GC, GI and HI Districts:</p>	
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Section 11. Emergency Clause and Effective Date

Proposed Text Amendment	Commentary
<p>“...AND DECLARING AN EMERGENCY AND PROVIDING FOR ENACTMENT IN ONE READING TO BE EFFECTIVE IMMEDIATELY”</p>	<p><i>These Comprehensive Plan Amendments represent highly important changes to the Development Code developed to protect the residents of Gresham. The amendments are</i></p>

<p>The City Council finds that the important proposed changes to the Gresham Community Development Plan contained in this Ordinance have been developed over a period of many months and are superior to the existing provisions of the Gresham Community Development Plan. The provisions of this Ordinance must be put into effect immediately to allow new development proposals to be subject to the provisions of this Ordinance and thereby meet the requirements of these superior new commercial design regulations. This Ordinance is deemed to be necessary for the preservation of the livability, health, safety and welfare of the people of the City of Gresham and, therefore, an emergency is hereby declared to exist and this Ordinance shall take effect immediately upon passage in one (1) reading by the City Council.</p> <p>Enacted immediately upon one (1) reading at a single meeting of the City Council on November 16, 2010.</p>	<p><i>proposed for approval and enactment at one (1) reading on the same hearing date of November 16, 2010 in order to become immediately applicable to all new proposed commercial developments in the Corridor Design District.</i></p>
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